

1020200, Maintenance of Traffic
Comments From Industry Review

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Comments:

Suggest the 5th sentence of 102-9.5.2, dealing with barrier wall on bridges, be changed to "Use Index No. 414 temporary barrier wall on bridge and wall sections."

Also suggest changing the wording in the second sentence of 102-9.5.2 to "Use Index No. 415 or 414 temporary barrier wall for roadway sections as specified on the plans."

RESPONSE: Partially agree - I updated the language for consistency to address the use of all walls to: "Ensure that temporary concrete barrier wall for use on roadway sections, complies with Index No. 415 or 414 as specified in the plans. Ensure that temporary concrete barrier wall for use on bridge and wall sections, complies with Index No. 414 as specified in the plans. Ensure that temporary water filled barrier wall used on roadway sections conforms to the requirements of the pre-approved alternatives listed on the QPL, unless otherwise called for in the plans."

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Comments:

Article 102-9.10: Remove the word "with" in the first sentence. **RESPONSE: Done**

Article 102-9.12, Second Paragraph: Add the word "Provide" to the beginning of the first sentence. Add the word "that" after "signals" in the first sentence. Change "is" to "are" in the first sentence. It should read: Provide portable traffic signals that meet the requirements of the Design Standards, 603-2, and are listed on the APL. **RESPONSE: Done**

Duane Brautigam

Comments:

Text: 102-9.1 – The first paragraph addresses “temporary traffic control devices, warning devices and barriers”, while the second paragraph talks about “QPL approved safety devices” meeting NCHRP requirements. Do we intend that these terms be used synonymously? If not, what is the definition of a safety device and how do we distinguish one from the devices in the

first paragraph? The last paragraph of 102-9.1 adds safety devices to the list of things from paragraph one, which would indicate they are not synonymous but provides no real distinction.

RESPONSE: Changed all nomenclature to “temporary traffic control devices” or “devices” where appropriate. This is based on MUTCD 2003 Chapter 6F titled - “TEMPORARY TRAFFIC CONTROL DEVICES” and it includes signs, devices, barriers, CMS, rumble strips, etc.

102-9.2 – What is the meaning of providing “FHWA accepted sign substrate for use with acceptable sign stands” on the NHS in accordance with NCHRP 350? Does that mean the contractor must provide a special material on which every sign stands would sit? What material would that be, something to match the test set up?

RESPONSE: It means the FHWA has evaluated and identified the crashworthy properties of the substrates material and issued a Work Zone acceptance letters for that manufacturer. For temporary sign supports the sign panel size, sign panel substrate material, and mounting height can all dramatically influence the crashworthiness of the device. Because sign panel substrates and sign supports are mixed and matched in the field, we required the sign support supplier to identify which sign substrate have been approved as crashworthy for each sign support and show it on the vendor drawing.

FHWA issues Work Zone acceptance letters on propriety sign substrate that are consider interchangeable and new accepted sign substrate are being added as I write this . This is from WZ-85

1. The crash-tested signs of corrugated polypropylene and polyethylene plastic substrates, with a thickness of 10 mm (0.4 in), going by the names of IntePlast, InteCell, CoroPlast, and SafetyCor are considered interchangeable. Wall thicknesses are approximately 0.9 mm (0.035 in) and cell size is 10 mm (0.4 in). This means that any portable sign stand or other device successfully crash tested with one brand will be acceptable when used with any of the other brands mentioned.

2. The 2 mm (0.079 in) thick aluminum/plastic laminates called Reynalite, Alpolic, and DiBond have been crash tested on certain portable sign stands and are considered equivalent to each other. These aluminum faced composite substrates have thin (0.25 to 0.50 mm, 0.010 to 0.020 in) aluminum outer layers surrounding a core of polyethylene or other thermoplastic material. As in the case of the plastic substrates discussed above any portable sign stand or other device successfully crash tested with one brand will be acceptable when used with any of the other brands mentioned.

Also, is the intent that this occur only on the NHS? Would it be different on a non-NHS facility?

RESPONSE: This applies to project that use federal funds, in whole or in part, for construction.

102-9.5.2 – Neither the “will or shall” language (old or new) complies with active voice. Suggest rewriting this paragraph in active voice. **RESPONSE:** Done

102-9.9 – In the last sentence, the addition of “and is listed on the QPL” is awkward and makes no grammatical sense. Suggest restructuring the sentence. **RESPONSE: Done**

102-9.12 – In the second paragraph, similar to the comment for 102-9.9 (above), the addition of “and is listed on the QPL” is awkward and makes no grammatical sense. In this case it is even worse, since the subject is plural and the verb is singular. **RESPONSE: Done**

102-9.14 – At the end of the first sentence, “and have been properly maintained” does not make any sense. Suggest removing that phrase; it is redundant with “maintain”, one of the verbs in the beginning of the sentence. **RESPONSE: Done**

Richard E. Hogue
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WilsonMiller

Comments:

In several places in the proposed specification change, references to "traffic control" are changed to "temporary traffic control". Several years ago, the Department began to move away from the term "temporary" with respect to traffic control and traffic control items. Specifically "temporary" pavement marking items were deleted.

The rationale at the time was to emphasize the importance of the items, as the term "temporary" carried a connotation that because the item was not permanent, a lesser quality finished product was "good enough".

In the case of pavement markings, the change has, over time, resulted in an improvement in the appearance and performance of these items.

I believe re-introduction of the term "temporary" reduces the perceived importance of work zone devices and finished product and, based on past experience, would make enforcement of the specifications more difficult.

To maintain the intended level of importance of the work described by the specification, I recommend the term "work zone traffic control" be used to where appropriate.

RESPONSE: The terminology “Temporary Traffic Control” is use for consistency with the national MUTCD terminology.
